DRAWINGS

AMENDMENTS TO DRAWINGS

Drawings are provided herein with amendments to correct the numerals noted by the Examiner. Marked up copies are also provided.

SPECIFICATION

Please amend the abstract as follows:

The vehicle load support is externally attached to the rear of a vehicle and consists of an A-frame configuration formed of vehicle-engageable tubular members with an angular support brace having a ~~polarity~~ plurality of orifices to supply multiple load attachment points. ~~At~~ Vehicle engagement at the distal ends of the tubular members ~~are~~ is provided by spring-loaded latching couplers attaching to the steel eye bolts on the vehicle for quick attachment and release. A yoke style strap is attached to the tubular members and the strap is designed to be self-centering with any shifting of the load. A carabineer, or spring loaded quick release attaching clasp is fixably attached to the vehicle by the means of a secondary strap to lower the device to access the rear of the vehicle. Two unique angles in the construction of the vehicle load support vector the weight loaded on the device when elevated, down and against the eye bolts minimizing the rattling and resisting the movement forward when the brakes are applied.

SPECIFICATION AMENDMENTS:

The Examiner has objected to the term Jeep, Spectra, and nylon as trademarks. The specification citations to Jeep and Spectra are amended as requested. Nylon is not a trademark.

The last paragraph on page 1 beginning at line 25 is amended as follows:

Luggage carriers on the first motor vehicles were actually removable trunks that were attached to folding racks on the back of the automobiles. With the advent of the automobiles through the years trunks for cargo which originally mounted external to the cabin were incorporated as an integral part of the entire vehicle design. However, the cargo storage area on most passenger vehicles is still conventionally being called the trunk. Through the evolution of the automobiles today the economy cars are tending to get smaller with less or no carrying capacity in the trunk or rear. One vexing problem in the case of the sport ~~Jeeps~~ JEEP all purpose vehicles and other SUVs is the total lack of a trunk within the confines of the vehicle, particularly in times where all the seating space is occupied by riders. This lack of cargo area is also exacerbated with many luggage-bearing occupants in the vehicle even in instances where the spare tire is hung off the rear of the vehicle.

The last paragraph on page 3 beginning at line 18 is amended as follows:

With the purchase of most new Sport Utility Vehicles such as the widely available ~~Jeep Wrangler®~~ JEEP WRANGLER and other all-purpose vehicles, buyers will immediately discover the lack of carrying capacity within the vehicle and the need for additional carrying capabilities. The device herein disclosed provides a new and unique vehicle load support device to provide cargo carrying capacity rearward of such vehicles and solves the aforementioned problems of existing racks available for this purpose. This utility is made available by the provision of such a device which has a variety of attachment means for easy attachment to and removal from the vehicle and which pivots out

of the way if necessary. Such an increase in utility is made available by the device which can be stored either in the interior of the vehicle or in a small storage space.

The last paragraph on page 20 beginning at line 8 is amended as follows:

Figure 1 depicts a perspective view of the vehicle load support attached to a vehicle illustrated as a all-purpose vehicle such as a ~~Jeep Wrangler®~~ JEEP WRANGLER in phantom.

The second paragraph on page 21 beginning at line 13 is amended as follows:

At the distal ends 22 and 24 of the tubular member 14 are located a rotational means of attachment to vehicle mounted eyebolts 30 in the form of spring loaded latching couplers 26 and 28 attaching to the steel eye bolts 30 and 32. The eye bolts 30 and 32 are shown attached to the frame of the vehicle 12 as they would be on a ~~Jeep Wrangler®~~ an all-purpose vehicle such as a JEEP WRANGLER, but it must be understood that the eye bolts 30 and 32 could be attached in a variety of locations on many different vehicles and the spring loaded latching couplers 26 and 28 could attach to different styles of engagement devices, like tow hooks, pins, etc. and all still remain within the intended scope of this patent. Further, those skilled in the art will no doubt realize that a variety of means of attachment of the vehicle load support 10A and 10B to the rear end of a vehicle may be used other than those shown and all such means for attachment are anticipated by this patent application.

The second paragraph on page 14 beginning at line 12 is amended as follows:

A yoke style strap is attached to the left and right side tubular members. The yoke style strap will be made of nylon or ~~spectra~~ SPECTRA-type of non-elastic plastic or polymer fiber

material to eliminate stretching but designed to be self-centering with any shifting of the load that is attached to the vehicle load support. A carabineer, or spring loaded quick release attaching clasp is fixably attached to a secondary strap that is itself attached to the vehicle with a secondary self-centering yoke going through two pulleys. The secondary strap preferably passes through a louver orifice in the back door of the vehicle. If no orifice exists, an orifice may be formed for the purpose unless a covenant attachment point can be made on the exterior of the vehicle for the aforementioned pulley and yoke configuration.

The second paragraph on page 15 beginning at line 1 is amended as follows:

When the secondary strap passes through the louver or orifice in the back door of the vehicle, it translates down through a cushioning tubular member that covers and protects the secondary strap. The yoke style strap, the secondary strap and the secondary self-centering yoke are all made from a synthetic material such as nylon or ~~spectra~~ SPECTRA-type of polymer or plastic fiber material which prevents elongation or stretching of strap and yoke during operation of the device to thereby avoid any unnecessary bouncing of the vehicle load support during vehicle travel.

The second paragraph on page 22 beginning at line 4 is amended as follows:

A yoke style strap 34 is attached to the left side of the tubular member 36 and right side tubular member 38. The yoke style strap 34 will be made of non-elastic nylon or ~~spectra~~ SPECTRA-type of polymer or plastic fiber material but designed to be self-centering with any shifting of the load that is attached to the vehicle load support 10A. A means for releasable

engagement of the strap 34 to a secondary strap 42 is provided in the form of a carabineer, or spring loaded quick release attaching clasp 40 which is fixably attached to the secondary strap 42. The secondary strap 42 is also constructed of a non-stretch or non elastic fabric such as nylon so that once the clasp 40 is engaged with the secondary strap 42, rearward movement is minimized.

The second paragraph on page 22 beginning at line 16 is amended as follows:

Means for attachment of the secondary strap 42 to the vehicle 12 is shown provided by a secondary self-centering yoke 44 going through pulleys 46 and 48. The secondary strap 42 passes through a louver orifice in the back door of the vehicle 12 to its engagement with the yoke 34. If no orifice exists, such as in a retrofit of an existing vehicle, an orifice must be drilled or otherwise formed unless a covenant attachment point for the secondary self centering yoke 44 can be made on the exterior of the vehicle 12. When the secondary strap passes through the existing orifice in the back door of the vehicle 12, it translates down through a cushioning tubular member 50 that covers and protects the secondary strap 42. A grommet 51 or other aperture means may be placed in the door. As noted, the yoke style strap 34, the secondary strap 42 and the secondary self-centering yoke 44, all will be made from non-elastic nylon or ~~spectra~~ SPECTRA-type of polymer or plastic fiber material to avoid any unnecessary bouncing of the vehicle load support 10A. It should be further noted that while the preferred means to hold the vehicle load support in an elevated position is shown and described above through the engagement of the yoke style strap 34 to the secondary strap 42, other means to hold the vehicle load support elevated might be employed without departing from the spirit and scope of this application, and all such adaptations or

alternate means to hold the vehicle load support in an elevated position are anticipated.

The last paragraph on page 28 beginning at line 15 is amended as follows:

~~What is claimed is:~~